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12 April 1963

MEMORANDUM FOR THE RECORD

SUBJECT: OXCART Flight Test Status: 11 and 12 April

1. On 11 April, Aircraft #121 (J-53 engines) made flight #62 for a duration of forty-nine minutes, with a Lockheed test pilot at the controls. The speed and altitude range of the flight was up to Mach 1.36 and 43,000 feet. The purpose of the flight was to extend testing in engine air start areas. The air starts were reasonably good according to instrumentation readout data. The OMNI functioned well throughout this flight. The landing was routine with good drag chute deployment.

2. Aircraft #122 (J-58 engines) made flight #10 on 11 April for a duration of one hour and two minutes. This was the first check-out flight in this aircraft for a Lockheed test pilot. The pilot had some complaints about throttle sticking and instrumentation. During the flight instrumentation and cameras were recording actions of the tail flaps and tertiary doors. The OMNI worked satisfactorily. The landing was normal with good chute deployment. The maximum speed and altitude for this check-out flight: Mach .91 and 36,000 feet.

3. Aircraft #123 (J-75 engines) made flights #64 and #65 on 11 April for a duration of forty-eight minutes and one hour and thirteen minutes, respectively. The purpose of the flights was to test the Perkin-Elmer camera and the inertial navigation system. The camera and inertial navigation system worked satisfactorily. Normal landings were made.

4. Aircraft #124 (trainer) made Flight #57 on 11 April for a duration of one hour and thirty-seven minutes. The purpose was a training aerial refueling mission in a full pressure suit for an Agency pilot. The pilot made 15 contacts with the KC-135 tanker and exercised checklists and route maps on the film projector. The flight was routine and landing made with normal drag chute deployment.

5. Aircraft #124 (trainer) made flight #58 on 11 April for a duration of one hour and fifty-five minutes. This was a night training mission for two Agency pilots. Contacts were made with a KC-135 tanker and procedures exercised. Evaluations were made by the pilots of the various night lighting systems in the cockpit. Several GCA approaches and a normal landing were accomplished.

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6. On 12 April, Aircraft #121 (J-58) made flight #63 for a duration of fifty minutes with a Lockheed test pilot at the controls. The maximum speed and altitude envelopes were Mach 1.4 and 45,000 feet. The purpose of the flight was to exercise the engine air start system, check the VOR and test the anti-skid system equipment upon landing. The air starts were attained satisfactorily. The VOR worked but the MA-1 compass was erratic. The anti-skid feature in the braking system worked exceptionally well. The landing was routine with normal drag chute deployment.

7. Aircraft #123 (J-75 engines) made flights #66 and #67 on 12 April, for a duration of one hour and eleven minutes and one hour and eighteen minutes, respectively. The purpose was to test the Perkin-Elmer camera and the inertial navigation system. The camera worked well. The inertial navigation system performance was extraordinary. The INS system was started at 0930 and worked for the duration of flight #66. When the aircraft landed the INS system continued to operate on ground power until flight #67 took-off at 13:15 hours. The system operated throughout flight #67 and was turned-off upon landing at about 1500 hours. The error in the INS system throughout was essentially zero in both the position and distance-to-go indicator. The auto-navigation mode was used throughout the flights and worked perfectly. The landings were routine with good chute deployment.

8. Aircraft #124 (trainer) made flight #59 on 12 April for a duration of one hour and fifty minutes. This was a training flight for two Agency pilots in full-pressure suits. Fifteen dry contacts and one dry contact using an emergency boom latching system were made with a KC-135 tanker. The landing was routine. A probable sighting of the aircraft and KC-135 tanker was made by an American Airlines flight during the refueling exercise.

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